





Quarter Selection      **CON AMIGOS**      **STAVROLOPO**  
                                  **Lovers Abscond**      **Mandelstam**  
                                  **A Valley Girl**      **Henry, John**  
                                  **God Says the Queen**

27/6,

<i>Elpis</i> .....	89.83	14	13
<i>Sindriana</i> .....	101.96	16	9

ago, at the commence of the state government is increased, if the spirit of enterprise has been given an impulse, we can attribute mainly to the fact that the emperor has know

the Bosphorus yesterday on the way  
Vladivostok.



## THE U. S. FLAGSHIP.

SALT WATER JOURNALISTS

Although Bothe Jonathan only began to pay attention to Naval matters comparatively short time ago, he has got together quite a fine fleet now and one of the best of his cruisers is moored to harbour here. Of course we refer to the flagship *Olympia*, a splendid type of the armoured cruiser. A visit to the *Olympia* will be found very interesting and her officers and crew are always most willing and obliging in the matter of chaperoning the visitor round the ship. We made a *passage*, as our Yankee friends call it, on the *Olympia* the other day, and the first thing that struck us was the fact that she appeared to be a "happy ship." Conversation with several of the crew afterwards confirmed the impression and all spoke in quite glowing terms of the life aboard. There is an exceedingly large deck space above and below for recreation purposes, and Uncle Sam appears to bestow a good deal of attention on the comfort and welfare of his bluejackets. On the lower deck the sick bay is located in a fine airy and spacious cabin, and the doctor's shop opposite was stocked as completely as any up-town drug store. The other "doctor" we found to be a very entertaining gentleman. He presides over the cuisine of the ship and has a splendid galley at his command. In one long range he cooks for all hands from the Admiral down, and a whiff from the two great copper cauldrons where the soup was boiling was highly appetizing. The worthy *chef* has been in the United States Navy for no less than 24 years and before this he was a volunteer during the trouble between North and South and he has also served under "old glory" against the redskins in Arizona. Like his shipmates he seems very proud of the *Olympia* and describes her as behaving beautifully at sea in all weather. An intelligent young bluejacket volunteered his services to show the reporter round and he rattled off his explanations about hundreds of pieces of most complicated machinery in a manner that showed he was devoted to his profession. Mysteries of the "double bottom" and its indicator board were described most interestingly, and then the ammunition "lits," gun machinery, the electrical gear and torpedo fittings were passed in review and in the after torpedo room a plotting office was seen in following. A big machine was perched on his collecting type and all around were the usual appliances of a newspaper composing room. The *Olympia* publishes a paper called *The Bounding Billow* and the way in which the little journal is got up reflects the greatest credit on all concerned. It is a 12 page paper of about post quarto size and for neatness and get-up generally it would be hard to surpass in an office on terra firma. Mr. L. S. Young fills the editorial chair and Mr. Glover is printer and publisher. The latter's post is evidently no sinecure and he has a good deal of anxious work to keep his cases from being "piled" when the big cruiser cuts capers in a heavy sea. *The Bounding Billow* deals in a playful manner with happenings on board, and the inevitable poet is enabled through its columns to get rid of his little liabilities. The editor, in one copy we saw, had a hot shot at the Japanese authorities regarding the light punishment awarded the sampan men who drowned young Epps, an American bluejacket, and in another column was a statement that a very considerable sum had been raised on the station for the relief of the mother of another sailor who had lost his life out here. The advertisements on the back page were highly ingenious. There were notifications from tailors barbers, laundry makers, &c., and their addresses—could surely puzzle a landman. Some of the advertisers are in business in Canton, Euxine, and Cable Street and Tackle Avenue, and one ambitious firm of barbers bang their shingle out at Ashute H. Tel. Altogether the little journal serves an excellent purpose in affording wholesome goddamned putime on board the ship and so far as we know the editor has never been served with a writ for libel. After the *Telegraph* man had a few lines of type in honour of his visit, the record led the way from the place of "the sex creature" to a region where the "art" destroyed the signers' signatures. This was inside one of the turnouts where there are two big 8 inch guns located. The entry was made through a little machine on top and was quite a gymnastic feat. Inside the turret we found a fine old sailor polishing and burnishing in a style that showed his heart was in his work. He had every piece of metal shining like so many mirrors, and the two great guns which are neither painted nor browned glistened like silver. The fighting crew stationed in the turret numbered 12 and by the way we should say it was a close fit, and the roar of the explosion in a confined place must make it anything but a desirable place for people with nerves. The old tar explained the sighting of the gun which is done with a telescope through a slot in the barbettes, the gun captain being accommodated with a seat just like a piano stool underneath the telescope. He showed how the guns could be trained on any vessel within sight, but when it came to the question of "aiming" he was less dogmatic and on a somewhat lower level. The speaking tubes, white like shells in the turret give immediate communication with all parts of the ship and the big pieces are trained right or left, elevated or depressed with the utmost ease. Though the floor the ammunition comes up by machinery and the shot and charge are landed just at the breach of the guns. The conning turret was also visited and a very uncomfortable seat of place it looked. Just a round sized box with apertures for seeing through and whistle tubes, &c., for speaking to the gun captain, the engineers, deck officers, magazine, torpedo room and every other part of the ship, and from here also the ship can be steered when in action. The decks were all beautifully trim and neat, just like those of a British warship; ropes were neatly coiled, brass work polished and woodwork scrubbed and the ladder seemed to be a missing quantity on board. One squad of men were getting physical drill, canteen railroads, &c., another lot were making awnings or something of the sort, and others were engaged in the various duties that each day brings on board a big cruiser. The marines had the ready work to-day and their quarters were quite as well kept as those of the sailors. They have not got to make any noise yet in the U.S. Navy and the pattern of weapon used on the *Olympia* is the Springfield, a single shot rifle, simple in mechanism and said to be very accurate by those acquainted with it. At the conclusion of our "look-see" trip which was made very pleasant by the courteous treatment received from all ranks, we left the *Olympia* feeling that life in the U.S. Navy is not such a hard thing after all.

## RUSSIAN MERCANTILE DEVELOPMENTS CONTEMPLATED.

The *Yushia Nippo*, on the authority of a correspondent in Vladivostok, publishes the interesting information that the Russian Government is about to inaugurate an extension of the Russian services of steamers to the Orient, which this writer thinks, when carried out, will revolutionize the existing communications in the Far East. The writer says:—The railway between Vladivostok and Harbin has already been completed and the time distance between Vladivostok and Central Siberia has been considerably shortened. Meanwhile the Russian marine traffic to the Orient has increased and the Russian Government is now consulting with Messrs. Scherwof and Co. upon the question of inaugurating new steamship services in the Orient. The scheme, it is stated, includes:—

- 1.—A weekly service of steamers between Vladivostok, Hongkong and Shanghai, the steamers to call at Nagasaki and Canton.
- 2.—A service of steamers running between Vladivostok and the Korean ports, Newchwang, Hwanghae, Chosun and Shanghai. This line will run in connection with the Russo-Chinese railway and the regular boats on the Sangari river.
- 3.—A line between Shanghai and Hankow.
- 4.—This line is to connect with the steamer of the Volunteer Fleet running from the Baltic Sea to Vladivostok.
- 5.—A line between Vladivostok, Shimonsheki, Kobe and Yokohama.
- 6.—A line between Vladivostok, Hakodate and Yokohama. By the latter route a connection will be formed with the American steamers and the Siberian railway. It is reported that Mr. Scherwof early recognized the advantages of this line and has consulted with Americans as to the connection. A regular service of steamers was opened by Japanese the year before last between Hakodate and Vladivostok via Nigata, and the correspondent of the *Yushia Nippo* Japan to consider the importance of the Russian proposal.
- 7.—A line between Vladivostok and Hakodate. Nicolaisk is situated at the mouth of the Amur river and is a commercial centre in the north, especially for fish. The number of fishermen proceeding there from Hakodate is increasing yearly. About ten steamers of 400 to 500 tons burden are sent there from Hakodate every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Ojima, Hokkaido.
- 8.—A line from Vladivostok to Petropavlovsk via Saghalien.
- 9.—The two last named lines are already opened by the Volunteer Fleet steamers, and the proposal is made to increase the number of voyages, and to put more suitable vessels on the run.

## ZOLA AND THE DREYFUS AFFAIR.

M. Zola's impeachment of the conduct of the Dreyfus-Esterhazy affair is in the form of a letter of eight columns of large type in the *Aurore* headed, "I accuse! Letter to the President of the Republic." The French Government had no other alternative than to order the prosecution of the famous novelist, for the charges he made were most serious and the language used of the plaintiff, M. Zola, starts off with denouncing Colonel Dreyfus de Clam as being at the bottom of the Dreyfus prosecution by detailing the *bordereau* to Dreyfus and identifying Madame Dreyfus into silence. The Esterhazy inquiry he characterizes as one in which rogues were to be transmuted and honest men branded. He asserts that General Billot had "suggested" the judges by his declaration of the sanctity of the *choix jugé*, and that they judged as though going into battle, without reasoning. M. Zola then goes on to accuse individually all the members of the Court-martial and those connected with the prosecution of Dreyfus of specific crimes, amongst which is that of having rushed up certain proofs of the innocence of Dreyfus which General Billot had in his hands. The three experts who declared the *bordereau* was in the handwriting of Dreyfus are accused of having made a false and fraudulent report, "unless a medical examination declares them to be suffering from delirium, vision and judgment." The War Office is accused of having carried out in the Press "a monstrous campaign in order to mislead the public and screen their mistake." The first Court-martial is charged with having violated the law by condemning an accused man on a single document kept secret, and the second Court-martial is accused of having screened an illegality by committing in its turn the judicial crime of knowingly acquitting a guilty man. In preferring these charges M. Zola declares he is perfectly aware he brings himself under the provisions of the "Press Law" which punish defamations. His object is to court a prosecution for defamation. He concludes:—"As to the men whom I accuse, I do not know them, I have never seen them, I have no resentment or animosity against them. They are for me merely outlaws, spirits of social malignance, and the act which I perform here is only a revolutionary means of hastening the outbreak of truth and justice. I have but one passion—that which I have for the sake of humanity which I feel my passionate protest is merely the cry of my soul. Let them venture then to bring me before the assize court and let inquiry be held by broad daylight. I am waiting." In consequence of M. Zola's public impeachment a warm discussion was carried on in the Chamber of Deputies. The Minister of War vigorously defended the Generals accused by M. Zola and declared the "Israeli" kept upon them cannot touch the honor of the army. M. Zola then got up and declared they were to all way of handing over the Republic to the Generals. It was perilous, he said, when the civil authority ceases to make the army feel the predominant authority of the nation, and he added that it was not the principal of a secret trial which had disturbed opinion, but the conditions in which that secret trial was conducted. These assertions elicited angry retorts and finally the Chamber passed a resolution approving of the declarations of the Government. We cannot say that the air has been cleared by M. Zola's letter and by the discussion it provoked. On both sides are mere assertions, while the mystery as to the innocence or guilt of Dreyfus and Esterhazy remains a mystery still. M. Zola has been condemned most violently for the action he has taken, but it seems to us that he is the only one who stands out conspicuous in the whole wretched affair for courage and honesty of purpose. He has not hesitated to offer himself as a sacrifice in the course of justice and right. Whether the accusations he makes are proved to be well-founded or not his life, which under the circumstances cannot be thought of as a secret one, will once and for all settle the question of the guilt or innocence of Dreyfus and thus remove a great burden and a grey suspicion from the minds of all Frenchmen.—*Rangoon Times*.

## NOT AND A.

## CALENDAR.

FEBRUARY.			
Meteorological means based on ten years' observations to 1895.			
Barometer	30.141	On date at	4.00
Thermometer	57.3	On date at	3.00
Humidity	79.0	On date at	5.00
Rainfall	1.76	On date at	6.00
TO-DAY.			
WEATHER REPORT.			
Barometer	30.12	On date at	4.00
Thermometer	57	On date at	3.00
Humidity	36	On date at	5.00
Rainfall	43	On date at	6.00
TO-DAY.			
Friday, 25th February, 1898.			
Chinese—5th of 2nd moon of 24th year of Kwong-si.			
Jewish—5th Adar, 5658.			
Mohammedan—3rd Shawwal, 1316.			
Sun—Rises	6.41	14min.	
Sets	5.41	14min.	
High water—Morning	11.41	14min.	
Afternoon	5.41	22min.	
Low water—Morning	5.41	22min.	
Afternoon	5.41	22min.	
ANNIVERSARIES.			
1723—Sir Christopher Wren, architect, died.			
1841—A price put upon European heads by Lin.			
1849—Captain da Costa and Lieu. Dyer murdered at Wong-mee-koh, Hongkong.			
1857—Outbreak of the Indian Mutiny at Benares.			
1866—Outbreak of bubonic plague in Hongkong.			
1897—Unsuccessful attack on Manila by the rebels.			
TO-MORROW.			
Saturday, 26th February, 1898.			
Chinese—6th of 2nd moon of 24th year of Kwong-si.			
Jewish—6th Adar, 5658.			
Mohammedan—4th Shawwal, 1316.			
Sun—Rises	6.41	14min.	
Sets	5.41	14min.	
High water—Morning	11.41	30min.	
Afternoon	5.41	11min.	
Low water—Morning	5.41	11min.	
Afternoon	5.41	58min.	
ANNIVERSARIES.			
1841—The Bogue forced to stray by Sir Gordon Bremer.			
1845—Alexander III, Emperor of Russia, born.			
1848—French Republic proclaimed.			
1853—Loss of H.M.S. <i>Dixiehead</i> .			
1871—Peace signed between Germany and France.			
1874—Hongkong Police back barred.			
1889—Marriage of the Emperor of China.			
1890—A body of Chinese troops lost their Col. and 400 men in an engagement with Fomosa savages.			
1897—Conviction of the Woosang Railway company.			
MEMORANDA.			
TO-MORROW, 26th February.			
11 a.m.—French mail closes.			
Noon.—Meeting of Panjani Gold Mining Co.			
Noon.—Sydney leaves for Europe.			
3 p.m.—Lecture by Mr. W. V. Drummond on "The Secret of the British Empire" at the City Hall.			
9 p.m.—A.D.C. Performance at City Hall.			

## SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Mailboat*) 27th inst.

Indian (*Lightning*) 28th inst.

Australian (*Tatiana*) 1st prox.

American (*City of Rio de Janeiro*) 12th prox.

The Chinese Mutual Steam Navigation Co's steamer *Ching*, from Glasgow and Liverpool, passed the Canal on the 17th inst., and may be considered due at Singapore on or about the 20th prox.

The Canadian Pacific Railway Co's steamer *Empress of India*, arrived at Kobe at 4.30 p.m. on Wednesday, the 23rd, and left at 3 p.m. for Yokohama, where she is expected to arrive at 7 p.m. yesterday, the 24th inst.

The O. & C. S. Co's steamer *Coptic*, with mails, etc., from San Francisco to the 3rd inst. has arrived at Yokohama, and will leave for this port via Island Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 26th inst.

The P. M. S. Co's steamer *City of Peking*, with mails, etc., which left hence January 25th for San Francisco via Shanghai, Yokohama, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 22nd inst.

## SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.			
ARRIVALS.			
Sydney	Steamer	from Shanghai	
Progrès	"	"	
Tahiti	"	"	
Pers	"	"	
Zofro	"	"	
Olympia	"	"	
P. C. Co. Kiao	"	"	
Halmun	"	"	
Kunshan	"	"	
Saltin Mark	"	"	
Sinayou	"	"	
Kong Bang	"	"	
Devaung	"	"	
Chuan	"	"	
Hanoi	"	"	
Singon	"	"	
Aggregating 10,323 tons register.			

DEPARTURES.			
Thales	Steamer	for Foochow	
Urd	"	"	
Bowman	"	"	
Esmeralda	"	"	
Germania	"	"	
Phra Nang	"	"	
Peking	"	"	
Turbo	"	"	
Aggregating 11,498 tons register.			

HONGKONG AND WHAMPOA DOCK RETURNS.			
Kwong-tai	"	"	
Marika	"	"	
Cosmopol	"	"	
Zulu	"	"	
Progress	"	"	
Hummer (H.M.S.)	"	"	
West York	"	"	
Ocampo	"	"	
Aggregating 11,498 tons register.			

SWATOW.			
Arrivals.			
Feb. 23	Hallong	Hongkong	J. M. & Co.
23	P. C. Kiao	Hongkong	B. & S.
Departures.			
Feb. 23	Hallong	Amoy	J. M. & Co.
23	Progress	Hongkong	Tung Kee
23	Neuchang	Shanghai	B. & S.
IN PORT—TOWNSHIP, P. C. Kiao.			

## IN CASE OF FIRE.

Your house takes fire. What burns first? The lightest and most inflammable stuff, of course—furniture, doors, shelves, floors, panelling, and other wood-work. If it is a stone or brick house the walls will probably remain standing—a melancholy sight.

Were not this a principle of universal application Mr. Modding would never have compared himself to a station, as he does in the letter to which your attention is now invited.

"In the autumn of 1897," he says, "I fell into a low, weak state of health. My ordinary energy appeared to have gone out of me. I always felt tired and languid, and couldn't account for it. Nothing seemed to rest me. I was as tired in morning as when I went to bed. I had a bad taste in the mouth, my appetite was poor, and after meals I had a pain at my chest and left side.

"I was in this condition until the 14th of March 1898, and then I had to give up work. The reason was, I was too weak to work. In fact, I was so weak that it was about as much as I could do to walk across the floor. Beside this, I had a dry, hacking cough, and at night I sweat so the bedclothes were wet. Sometimes during the day cold, clammy sweats would break out all over me.

"I lost flesh rapidly, until I was like a skeleton. My muscles seemed to be shrunk and withered. There was no feeling of warmth in me; I was as though my blood had gone cool and thin. I was too feeble and helpless to wash or dress myself, and people said I was wasting away, as though they expected to see the end of it presently.

"I consulted two doctors and they gave me medicine, but it did me no good. One day my aunt, Mrs. Benton, of Francis Street, Walsall, called, and in the course of talk she said that the medicine that did her good when she was ill was Mother Selge's Curative Syrup. Although it didn't look reasonable to believe that it could cure a case as bad as mine, nevertheless my wife got me a bottle from Mr. Grove, the chemist in Park Street, and I commenced taking it. In a few days I found myself much better; my appetite was better, and I had gained a little strength.

"To make the story short, I kept on taking the Syrup and continued to get better. As soon as I could digest my food the night sweats and the cough abated, and in a few weeks I was able to go back to my work. That is two years ago, and since then I have been in good health for which I have to thank Mother Selge's Syrup. (Signed) Arthur Thomas Modding, 115, Farringdon Street, Walsall, March 6th, 1898."

In a fit, as we said, it is the light, indigestible stuff that first gets the fire. The flesh or fat is the fuel of the body. In health it keeps up the warmth and furnishes the power. And to keep up the fuel we must eat.

Now, disease is conflagration; it tries to burn the house up, and often does it. And it always burns the flesh up more or less of it. The fat goes first, the muscles next, and afterwards. That's the way of it. About that time the *temperament* comes out. Our friend was well on towards that point. But it wasn't lung disease that ailed him, albeit he had the cough and the sweats. They go also with indigestion and dyspepsia—his real ailment, and only made him feel feeble and thin because his disease wouldn't let the stomach digest food. Hence he consumed all the flesh he had stored up, and then (loosely for him) he began to take Mother Selge's Curative Syrup, which let his stomach and liver right, and gave him vitamins a chance to feed him.

All the same, it is dangerous to let a fire get away. When it is in your body quench the first spark with Mother Selge's Curative Syrup.—*Advt.*

## Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, TO-MORROW, (SATURDAY), the 26th February, 1898, within the house No. 45, WYNDHAM STREET, A QUANTITY OF EXCELLENT HOUSEHOLD FURNITURE, COMPRISING—

RECHERCHE DRAWING-ROOM SUITS, MIRRORS, CARPETS, EXTENSION DINING TABLE, MOROCCO COVERED CHAIRS, SIDEBOARD, IRON and BRASS BEDSTEADS, WARDROBES, DRESSING TABLES and WASHSTANDS, BATHROOM, PANTRY and KITCHEN REQUISITES.

On FRIDAY, the 25th Feb., 1898. TERMS:—Cash on delivery. HUGHES & HOUGH, Auctioneers. Hongkong, 23rd February, 1898. [300]

## Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Carriage, Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods. BILLIARDS.

P. BOHM, Proprietor & Manager. Hongkong, 2nd April, 1897. [31]

I SAY HERE'S SOMETHING GOOD. THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF?

BREAKFAST ..... \$ 0.55  
TIPPI ..... 0.75  
DINNER ..... 1.00  
3 MEALS DAILY (Monthly Rate) ..... 45.00  
TIPPI ..... 15.00  
TIPPI ..... 20.00  
TIPPI & DINNER ..... 30.00  
BREAKFAST & TIPPI ..... 25.00  
BREAKFAST & DINNER ..... 25.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES. J. E. GOODCHILD, Manager.

TO LET. TWO ROOMS on 2nd FLOOR No. 2, Queen's Road Central, Suitable for OFFICE, Rent Moderate. Apply to Mr. SUI SANG, On the premises, Hongkong, 12th February, 1898. [247]

TO LET. DWELLING HOUSES—BARRACK LODGE—at the PEAK. HOUSES IN RIVON TERRACE. No. 18, HOLLYWOOD ROAD. FLOORS IN STANTON and ELGIN STREETS.

1st FLOOR, No. 1, BLUE BUILDINGS. GODOWNS IN BLUE BUILDINGS. GODOWNS, PRAYA RAZ. Apply to THE HONGKONG LAND INVESTMENT & TRADING CO., LTD. Hongkong, 19th February, 1898. [19]

## Entertainment.

THEATRE ROYAL, CITY HALL. THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE A THIRD AND FINAL PERFORMANCE OF "THE DUCHESS OF BAYSWATER & CO."

"A FANTOMME REHEARSAL," TO-MORROW, (SATURDAY), the 26th February, 1898. Curtain rises at 9 P.M. precisely.

PRICES ..... \$1, \$2, & \$3. Half price to the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the THEATRE on and after THURSDAY, the 24th February. Booking Office OPEN from 10 A.M. to 4 P.M. Late Trams quarter of an hour after fall of curtils.

E. W. MITCHELL, Hon. Secretary. Hongkong, 22nd February, 1898. [288]

## Entimations.

NEW SINGAPORE TOWN HALL.

1. A PREMIUM of £200 is offered for the Design that may be selected for the Singapore Permanent Memorial of Her Majesty's Diamond Jubilee.

2. The Committee consists of:—  
1. Members appointed by the Governor.  
2. Members appointed by the Municipal Commissioners.  
3. Members appointed by the Subscribers and a Chairman elected by the above.

3. The building must contain the following accommodation:—  
(1) A Town Hall suitable for Public Meetings, Balls, Concerts, &c., about 100 feet by 50 feet, upstairs, with dining or supper room below.  
(2) Theatre to seat about 500.

4. The Designs must be sent in so as to reach Singapore by 30th April, 1898, and can be forwarded direct to the undersigned.

5. The Town Hall must form part of the same building as the Theatre, but the two should not communicate with each other except by the Verandahs.

6. The building to be provided with sufficient dressing, cloak, card and smoking rooms, bars, promenades, &c., and to be surrounded with a Verandah not less than 15 feet in width. The design to provide for the Verandah walls



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. MacMillan.	YOKOHAMA, KOBE and MOJI.....	WEDNESDAY, 9th March, at 4 P.M.
TOKA MARU..... C. Hillcoat.	MARSEILLES, LONDON, and ANT- WERP, via SINGAPORE (Transship- ping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th March, at 4 P.M.
YAMAGUCHI MARU..... S. Kawashiro.	KOBE and YOKOHAMA.....	THURSDAY, 17th March, at 4 P.M.
IDZUMI MARU..... R. Nishimoto.	BOMBAY, via SINGAPORE (Transship- ping Cargo for JAVA PORTS), and COLOMBO.....	TUESDAY, 22nd March, at Noon.
KANAGAWA MARU..... J. Mackenzie.	KOBE and YOKOHAMA.....	WEDNESDAY, 23rd March, at 4 P.M.
*RIJUN MARU..... A. E. Moore.	SEATTLE, WASH., via KOBE and YOKOHAMA.....	THURSDAY, 24th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT-NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 23rd February, 1898.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TAKAO.  
THE Company's Steamship  
"FOOCHOW,"  
Captain Blackburne, will be despatched as above TO-MORROW, the 26th instant at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th February, 1898. [366]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN (DIRECT).  
THE Company's Steamship  
"KWEIYANG,"  
Captain Catebidge, will be despatched as above on MONDAY, the 28th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th February, 1898. [379]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, via SUEZ CANAL.  
THE Company's Steamship  
"NESTOR,"  
Captain Asquith, will be despatched as above on TUESDAY, the 1st March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th February, 1898. [267]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"CHELYDRA,"  
Captain R. Cass, will be despatched as above on TUESDAY, the 1st March, at noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 24th February, 1898. [310]

"MOGUL" LINE OF STEAMERS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Steamship  
"PATHAN,"  
Captain Day, will be despatched as above on or about TUESDAY, the 1st March.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 22nd February, 1898. [293]

FOR NEW YORK, via SUEZ CANAL.  
THE Steamship  
"LYDERHORN,"  
Captain Hammes will be despatched as above on or about the 1st March.  
To be followed by the  
S.S. "URD" on or about 15th April, 1898.  
S.S. "QUEEN MARGARET" on or about 15th May, 1898.  
S.S. "ST. NINIAN" on or about 10th June, 1898.  
S.S. "CRAIGEAR" on or about 30 June, 1898.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 23rd February, 1898. [113]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELADE, NEW ZEALAND, &c.)  
THE Steamship  
"AIRLIE,"  
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 5th March, at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A duly qualified Surgeon is carried.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th February, 1898. [271]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, via SUEZ CANAL.  
THE Steamship  
"GHAZEE,"  
Captain Bailey will be despatched as above on SATURDAY, the 12th March.  
S.S. "LENNOX" ..... about 12th April.  
S.S. "FATHAN" ..... 20th April.  
S.S. "ENERGIA" ..... 5th May.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 23rd February, 1898. [63]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Sachsen ..... Tuesday ... 1st March.  
Bayern ..... Wednesday ... 30th March.  
Prinz Heinrich ..... Wednesday ... 27th April.  
Sachsen ..... Wednesday ... 22nd June.  
Bayern ..... Wednesday ... 20th July.  
Prinz Heinrich ..... Wednesday ... 17th Aug.  
Darmstadt ..... Wednesday ... 14th Sept.  
Prinzess ..... Wednesday ... 12th Oct.  
Sachsen ..... Wednesday ... 9th Nov.  
Bayern ..... Wednesday ... 7th Dec.  
Prinz Heinrich ..... Wednesday ... 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sappner, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON on SATURDAY, the 26th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Luggage can be stored on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 22nd February, 1898. [201]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).  
THE Steamship  
"COROMANDEL,"  
Captain F. N. Tildard carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 21st February, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.  
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.  
PROPOSED SAILINGS FROM HONGKONG.  
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
Olympia ..... 1,691 T. H. Dobson ..... Mar. 8.  
Columbia ..... 2,605 T. A. Gow ..... April 5.  
Tacoma ..... 2,549 T. A. Dixon ..... April 26.  
Victoria ..... 3,167 T. J. Truebridge ..... May 17.

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.  
Brammar ..... 3,601 T. E. Porter ..... Mar. 15.  
Mogul ..... 3,654 T. W. H. Wright ..... Mar. 29.  
Argyll ..... 2,907 T. W. Ward ..... May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.  
HONGKONG TO NEW YORK £41.  
The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.  
HONGKONG TO TACOMA £28.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.  
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).  
Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.  
For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 15th February, 1898. [291]

## Mails.

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:  
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Hongkong, 21st February, 1898. [5]

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VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.  
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Columbia ..... 2,605 T. A. Gow ..... April 5.  
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Mogul ..... 3,654 T. W. H. Wright ..... Mar. 29.  
Argyll ..... 2,907 T. W. Ward ..... May 3.

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HONGKONG TO NEW YORK £41.  
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Hongkong, 15th February, 1898. [291]

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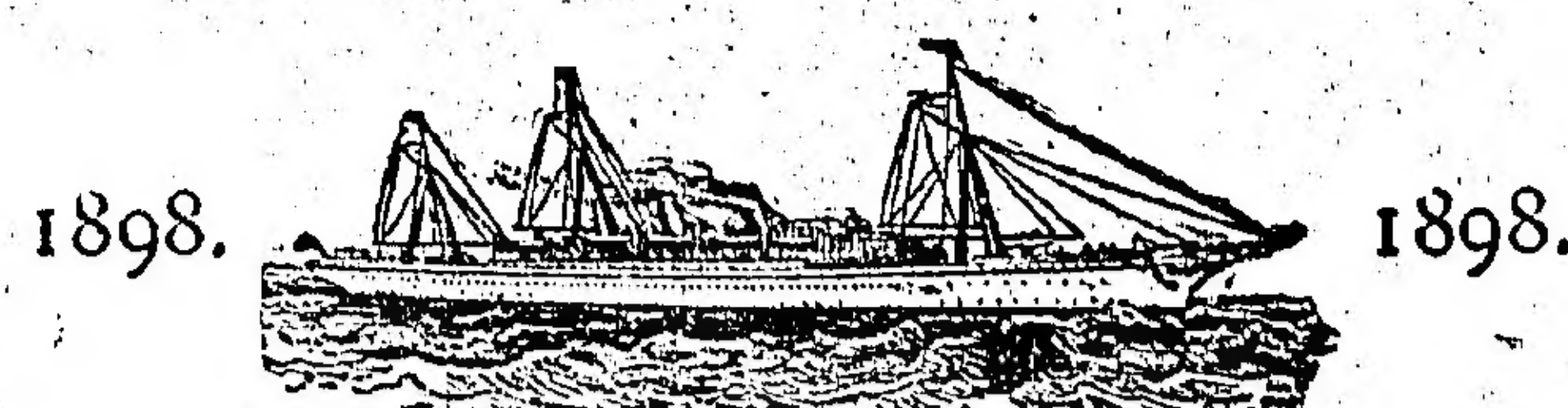
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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 16th Mar., 1898.  
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 6th April, 1898.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddis Street.

Hongkong, 22nd February, 1898.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed SAILINGS FROM HONGKONG.  
Pera (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 3rd March, at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 22nd March, at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 9th April, at Noon.

THE U. S. Mail Steamship  
"PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on THURSDAY, the 3rd March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 22nd February, 1898.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAILERS PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.  
Hongkong, 16th May, 1898.

Printed and Published by ETHELBERT FORBES SKETCHLEY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 15, Avenue Maitignon, Paris  
WORKS IN EUROPE:  
at Bordeaux (BACALAN), Pau or at Lezignan (DYLE), Belgium  
Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Shafts and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Druggists.  
**CONTRACTORS**  
FOR  
Constructing and Working  
Railways and Tramways  
Apply to Messrs DODWELL, CARLILL & Co., Hongkong

## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## THE MICASTOS FACTORY.

Ms. C. HOLDSWORTH,  
Superintendent at Works,  
Sanktuan Road,  
Hongkong.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—  
55 cts. per superficial square foot for boilers.  
65 cts. per superficial square foot for steam pipes.

Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at \$1.05 per superficial square foot.  
A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ten tons \$100 per ton F.O.B., or in smaller quantities at \$5 per cwt. F.O.B.

All works will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 11th February, 1898. [240]

## Masonic.

VICTORIA PRECEPTORY  
AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 21st February, 1898. [276]

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 23rd February, 1898. [302]

VICTORIA CHAPTER,  
No. 525, E.C.

A EMERGENCY CONVOCAION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 2nd March, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.  
Hongkong, 24th February, 1898. [305]

## NAVAL CONTRACT, 1898-99.

SEALED TENDERS, in Duplicate, will be received by the VICTUALLING STORE-KEEPER, H.M. Victualling Yard, until NOON on THURSDAY, the 3rd proximo, from persons desirous of supplying the undermentioned articles for the use of H.M. Navy for the year 1898-99:—

Blancet ..... Raisins  
Soft Bread ..... Flour  
Fresh Beef ..... Fresh Milk  
Fresh Vegetables ..... Water for Drinking  
Fresh Potatoes ..... and Boilers  
Printed Forms of Tenders and further Particulars can be obtained at the Victualling Store-keeper's Office.  
The right to reject the lowest or any Tender is reserved.  
Hongkong Victualling Yard,  
Hongkong, 23rd February, 1898. [298]